been beaten so badiy. But if the long board out to the turn was devoid of tactical events, thereafter until the turn was made there never was a straightaway board in any race for the Cup that was more in teresting to the lingues. It was more than interesting-it was increasingly glorious. Litby little the pride of the Yankee

rival. The Yankee nodded and slashed the wave crests, but the Valkyrie plunged her bowsprit out of sight in the solid green waves and then rose up to shake herself clear of the brinea baffled sea sprite sure enough.

By the time the turning stake was fairly in view-say at 3 o'clock-the Yankee was on the weather bow of the Englishman and at least a quarter of a mile away. There was but one hope for the cross of St. George. None of us knew what she could do before the wind. We had read of her stealing away from Britannia in a breeze like that, as a night bird flees when isturbed by human hand. We had seen the Defender flee away on the wings of a zephyr. too, but who could say which would be fleetest down the wind?

The excursion fleet had lengthened out the horns of the crescent they formed from the moment the turning point appeared. Faster turned the wheels of the great steamers, and some raced on far ahead of the ruck and massed themselves beyond the stake boat.

HEMMED IN A CIRCLE.

The rest came rushing after, and when at 3:30 o'clock for the last time the two ships tacked and turned to round the mark the fleet formed a complete circle around the two and the mark. And this was something never seen

It was the Defender that tacked first, and she was but a few minutes away. At 3:32 the big jib topsail came down on the run and a num-ber of Yankee tars climbed out on the bowsprit to snake the sail in and pass the long bundle of the big balloon jib to go up instead. This work was quickly done —so quickly that those who in former days had criticised the crew were sorry they had done so, and then all hastened; on board, The great yacht was just covering the red flag of the stake with her jib. The brass band on the steamer Angler broke into the inspiring strains of "Yankee Doodle."

The impatient tugboatmen began to make their whistle bellow, and then the wheel on the yacht's quarter deck whirled up, the sheet of the huge belloon jib was hauled aft on the run, and away she fled as the white-winged wild fowl that has seen the face of the gunner.

Some of us who were not used to rolling seas were pretty sick about that time, but there were mighty few who did not at least stagger over to the rail for a look at the gallant clipper.

The sharps were interested in the Valkyrie also. They wanted to see how much she was beaten. It was just as the great balloon on the Defender was spread to help her wing her way toward home that the Valkyrie's jib topsail came down. She was manned by a hardy crew, and her balloon went up as Defender's had done. It was beautiful work, and she was cheered and saluted as heartily as the leader

The official time of the turn was: Defender, 8:36:29; Valkyrie, 3:39.52.

It had taken the Defender 3 hours 15 minutes and 39 seconds to reach the turn, and the Valkyrie 3 minutes and 27 seconds longer. It is well worth while for the reader to note that, for a breeze averaging but seven knots, this is marrellously good time out to the turn.

As said, the wind had shifted to southward. It was not possible to use spinnakers on the run home. It was a broad reach instead of a run, and it was a most comforting trip for the spec-

tators of every class except the English.

The Defender, as all could plainly see, steadily drew away from her rival, and that, too, in spite of the fact that the breeze dropped as they rot inshore

Lit was not an eventful matter, of course-just a plain, old-fashioned licking for the British sailor by his Yankee cousin, and that is the best that can be said of it. Certainly the Valkyrie had no reason to complain of any excursion boat taking her wind. The excursion boats were not loafing along where she was. She had all the wind there wa and nothing was visible between her and the black horizon.

The weather, while the wind drooped, grew thicker. Mist equalls, if one may so call them, drifted along with the wind, and drove some weaklings to shelter. For the rest these but added to the interest of the scene. It looked, when one turned toward the sea, as if the Valkyrie had been deserted and left to drift only that she might at last be shut from view by the gathering fogs,

But as the home line appeared there came a break in the clouds where the sun was going down, and the long rays of light turned for a moment the mists above the ill-fated racer to an arch of hope-a beautiful rainbow. But this quickly faded, and deeper gloom than before settled over the waters to sast,

One who had seen many such gatherings es sayed to count them and falled, but more than 300 keets were cutting the water beyond the bows of the Yankees' pride as she drove toward

Every kind of seagoing craft known to the port and many that were all too small for our side waters if the wind turned sharp had gathered to honor the winner. They formed once more a long-armed crescent.

The passengers crowded to the rails, where the best views could be had, and on some ships swarmed up into the rigging like sailors who would man the yards to honor a monarch. To this great throng came the beautiful clin-

Every thread was drawing-every sail of that lovely form that thrills the sailor's soul. There was a spurt of spray and a roll of foam betimes under her bows-the smile of a maiden who comes to meet her friends.

So enchanting was the scene that it was not in human nature to keep quiet. With one accord the vast throng cheered. As one vast brazen throat the hundreds of steam whistles

bellowed and acreamed. A huge cloud of steam arose over all and

drifted down the lee blacked by rings of powder moke from dozens of cannon. She crossed the line, but the toot and the gun

that announced the crossing were lost in the uproar, and for five minutes more the roar cor tinued. Then came the Valkyrie's welcome, just as hearty, and the day was done. The official time was:

Defender......5:21:14 Valkyrie......5:29:30 ELAPSED TIME.

CORRECTED TIME. (Valkyrie allows Defender 29 seconds.) Defender.....4:50:55 Valkyrie......5:08:44

Defender wins by 8 minutes and 49 seconds. Not counting the time allowance, the Defender won by 8 minutes and 20 seconds. She gained in the run home 4 minutes and 54 seconds. It was a Valkyrie day, but the Yankon got there just the same.

NEXT BACE TUESDAY.

Under the agreement entered into between Lord Dunraven and the America's Cup Com-mittee, one day, not counting Sundays, is to intervene between each race day. The second race of the series between the Valkyrie and Defender will, therefore, not be sailed until Tues-

London Views of the Result.

Lonnon, Sept. 8.—The London clubs are de serted just now, the yachtsmen and other sportsmen comprised in their membership being scat-tered in all quarters at this season, but the general public received the news of the defeat of

The News of the World says: "The success of the Defender yesterday must not be allowed to unduly depress us." LONDON, Sept. 7.—The Poll Mall Gasette, in an

Valkyrie III, and the Defender, says: The love-sport-for-sport's-sake character of Americans, as well as Englishmen, implies love of fair play and good fellowship. On whichever side of the water, there is a fair field and no favor. If there is any stretching of the rigidity of the rules it is uniformly in favor of the visitors. The history of cup matches prove this, and the general result is that it improves the friendliness of the two great English-speaking nations. All gratitude is due to Lord Dunraven for his plucky efforts to keep up the

AFTER THE RACE.

What They Thought of the Result on the Defender and Valkyrle,

After the race was over, the Defender after owering her head sails threw a line to the tug Wallace B. Flint and was towed up to Bay Valkyrie received a tow from one of the Hucken-Ridge, where the two champions are now anchored, less than an eight of a mile apart. Through some misunderstanding the Valkyrie's tender, the City of Bridgeport, did not show up, and a more tired, hungry, and disgusted crowd than these British sallormen both amateur and professional, it would have been hard to find. Under the circumstances, it is not to be wondered at that they did not care

H. Maitland Kersey, who did what little talking that was done for the Dunraven party, when asked if the Valkyrie had been bothered much by the excursion boats, said:

"Oh, no more than usual." When asked what Lord Dunraven thought of

the result Mr. Kersey exclaimed:
"We got beaten. What's the use of talking? All we can do is try again." When asked if yesterday's light winds showed Valkyrie at her best, Mr. Kersey said impatiently:
"Oh, what is the use of asking all these ques-

tions? We can't talk about that."

While gloom reigned supreme on the Dunraven cutter, all was bright and gay on the Defender, and as for the Hattie Palmer's crew. they were simply wild with delight. claimed that the Hattie Palmer and the yellow dog did the whole business. C. Oliver Iselin and Mrs. Iselin, together with the Defender's amateur crew, including Nat Herreshoff, hur-ried over to the little steam yacht Neekau, which Mr. Iselin has chartered for a house boat, immediately after the Defender dropped anchor off Bay Ridge. Mr. Iselin and the entire party were delighted with the outcome of the race. but they were all so hungry that they excused themselves from talking, and Mr. Iselin appar ently voiced the sentiments of the crowd when he said:

Capt. Hank Haff, the Defender's veteran skipper, was found at supper on the Hattie Palmer, surrounded by his son, Harry Haff, Capt. Jaffrey, and a number of the Defender's Deer Island crew, Capt, Haff was in a rare good humor over the Defender's victory, and summed up the result by saying:

"It could not have been otherwise. I tell you what, though," he added, "the Valkyrie went fast at the start. She is a great boat in going to windward in light airs. She surprised some of us, I can tell you."

When asked if the Valkyrle had not out pointed the Defender at the start, Capt. Haff

"Yes they did, but our mainsail bothered us. It was entirely too flat. It was not right at all. However, it's all right; the cup's here, and it's going to stay here. We showed what we could do in a light air, and we will do better in a breeze." When asked if the excursion boats had bothered the Defender, Capt. Haff said they had some, particularly on the run home, when they broke the Defender's wind. He said that while they were entirely too close at the start, it had not made much difference, as there was not enough wind to sail in anyway. When asked about the Defender's abnormally large fibtopsail, Capt. Haff admitted that it was rather large.

"It was a No. 2, you know; but," he added, smilingly, "we looked for wind to fill it, but it did not come till later." When complimented

the whole race, Capt. Haff said:

"Why, we had the right of way, and also had the Valkyrie just where we wanted her. Even To the west, where the home line lay, was an-To the west, where the home line lay, was at other kind of a picture. The huge processions of then come about." In conclusion Capt. Haff then come about. In conclusion Capt. Haff said that the Defender had met with no accission that the Defender had met with no accission to the come about. on Tuesday.

ON THE N. Y. Y. C. STEAMER.

Some of the Passengers Were Sick, but the Majority Had an Enjoyable Time. There was a merry crowd on board the New York Yacht Club's steamer St. Johns. As early as 8 o'clock prospective passengers came down to the Sandy Hook dock, from which the ten minutes after 9 that the crowd began to arrive in earnest. Ladies dressed in the latest fashion elbowed and pushed their way up the gangplank, and became greatly indignant when the ticket taker stopped them and made them show their tickets. By 9:30 all were on board, and the St. Johns slowly pulled away from her pier. Everything went smoothly until the Hook was reached.

Outside of the Hook the sea was "pretty choppy; jest moderately so," said the old sailors, but the young bloods aboard took their pipes out of their mouths long enough to say: Oh! that's nothing, simply nothing! Hardly Valiant... enough to give us a rocking!" But the St. Johns did rock, and rocked good and strong, too. An hour and a half after the steamer got out beyond the Hook, there were just thirty-one women left on the deck out of 110 that passed up the gang plank at the foot of Rector street. The male portion of the assembly suffered, too. It was hardly possible to keep from laughing at some young swells dressed in yachting suits who

were leaning over the rail of the St. Johns, thinking of home and mother. When the steamer got within sight of the yachts off Scotland Lightship two-thirds of the passengers—the rest were unable—arose as one and yelled until they were hoarse. Some men were at once taken with a desire to bet some noney on the race, but as they were all Defender men they could not place their coin. Some sporty youths learned of this condition of affairs, and for hours after that they walked about waving \$5 and \$10 bills in the air, shouting that they would bet it on the Defender, but knowing full well that their money was abso-

lutely safe. Every bit of space not occupied by sick people on the decks was taken up by tables covered with a tempting array of salads and other dishes appropriate for lunch. The lunch was not uched, though, until after the Defender and Valkyrie had crossed the line. Then it was attacked by the same two-thirds of the passengers that greeted the first sight of racers with

The St. Johns kept at quite a distance from the racers, wishing to set a good example for the excursion boats. During the race the interest never abated, in fact, it was a most enticusantic lot of spectators, taken as a whole. Corpulent old men climbeed away up in the shrouds of the St. Johns, fifteen or twenty feet above the upper deck, and yelled for joy whenever the Defender made a good tack.

No sooner had the Defender crossed the line the Valkyrie III, with facilings and expressions than several men sprang into the impromiu

had added the centreboard, he might not have | that the Valkyrie will do better in the remaining | Joy came from the staterooms occupied by some of the women, while muttered groans came from others. Those who were on deck were hysterical and ran around like decaptated chickens. Enthusiastic young women with their pretty faces all aglow fairly hugged their comanions, male and female alike, in their joy, article on the yachting contest between the Of course the St. Johns joined with the other ressels in making a noise as the Defender and then the Valkyrie passed over the line on their

homeward voyage.

Most of the men were very hoarse by this time and made their way to the lower deck, where the barroom was situated. Bottle after bottle of wine was broken and its contents swallowed to the health and prosperity of the Defender. The place was filled shortly, and the clicking of glasses was heard on all sides. Suddenly a man arose and called for silence. It was granted. Then, holding a glass of champagne in his hand,

"Gentlemen, you are sportsmen, American sportamen. Now let us give three cheers for another true sportaman. I speak of Dunraven!" The cheers were given with such a hearty good

tooted her whistle as a triumphant signal of the victory won by the American craft over her

victors won by the American craft over her British rival.
Along the North River the boats tied up to their docks about 7:30 o'clock. The big City of Lowell of the Norwich line carried about 800 people. A number of them were women, young and middle aged, but all alike, enthusiastic. She reached her dock at the foot of Desbrosses street, shortly before the City of Lawrence of the same line, carrying another large crowd of Desore reacters.

street, shortly before the City of Lawrence of the same line, carrying another large crowd of Defender rooters.

Most of the passengers were taken on at this city, but there were a number of New England people whoeamed down by boat yesterday morning. Several hundred of these excursionists returned to New England on the City of Lowell, which left for Norwich, Conn., shortly after returning from her trip down the bay. These passengers collected on the deck while waiting for the boat to start and discussed the race from all points of view. There was praise for the defeated Britisher, but the exulting admiration for the Hristoi boat overtopped all.

The Old Dominion line steame: Yorktown emptied another large crowd of enthusiasts at Pier 26, North River. Among the passengers that went down to see the race on the steamboat Mount Hope of the Fall River line were a number of people from Rhode island and Massachusetts that came down yesterday morning.

These men were beaming with smiles on their return as they told each other with how much

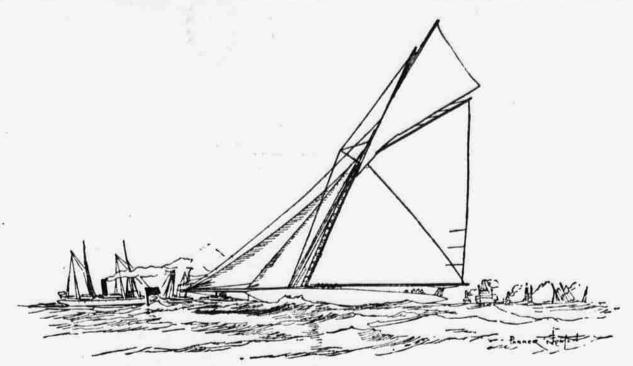
we were in this predicament. The direction of the wind at the lightship, if we had started the rachts to windward, as we were compelled to do, would have stranded both craft, before fifteen miles had been sailed, somewhere on the Long Island store. We thought, as old yachtsmen, that the wind would shift later, but, as we could not foresee when this would occur, we were forced to go down the New Jersey coast

to assure pleuty of sea room." After posting the official time on the bulletin board the committeemen and Commodore Kane went off to dinner, tired, and in spite of their

reticence, visibly happy over the result. A potice was also posted stating that on Tues day, in order to have an early start, the club steamer, the St. John, would leave the Rector street pier at 9 A. M. instead of 9:15, as first

For the remainder of the night things were quiet about the New York Yacht Club house. Few of the yachtmen put in an appearance.

"Everybody is fatigued after such a long day," said Superintendent Olsen. "Besides, it's



DEFENDER ROUNDING THE FIRST TURN.

will that the boat fairly shook. Once more and then again they were given. Then there were cheers for George Gould. All the way to the city the drinking continued. A quartet of men gathered around a table, and as they drank they sang. Here are some samples of the songs:

[To the tune of "Down by the River."] io the tune of "Down by the River."
Oh. once there were two boats a racing
Over a bounde blue sea;
The one was the peerican Defender.
The other Valkyrie Three.
Oh. the British boat started off bravely.
But found she could not keep the pace,
And so, when it came to the finish.
The Yankee boat secured the first race.
Then followed a Then followed a second verse to the same tune

Anon followed a second verse to the same tune
Oh, go back to Britain. Dunraven,
You really are not in it here!
Go sell your old tub for a freighter,
And go on a good old tear!
Just go to our llowery. Dunraven,
And buy a big schooner of tear!
Drink it down quickly, then pocket the schooner,
It's the only mug you'll get over here.

The pext was sung to the tune of the chorus "Only One Girl in the World for Me:"

There was only one boat in the race to-day, Only one boat that had the sails to stay; Defender is very pretty, and she just ran away From the new British cup hunter Valkyria. The singing was kept up until the St. Johns numped against her pier at Rector street, when the passengers were glad to go ashore.

Among those aboard the St. Johns were ex-Police inspector Williams, who brushed shoulders with the present head of the Detective Bureau, Stephen O'Brien. Other passengers

Mr. and Mrs. J. V. S. Oddie, Mr. and Mrs. G. A. Free-man, Mr. and Mrs. Winslow Williams, J. V. S. Oddie, Jr. H. H. Oddie, Mr. and Mrs. F. G. Evans, Mr. and Mrs. Edmund C. Hidman, W. Coffin, Robert Reid, Alexander Taylor, C. D. Simpson, Col. and Mrs. De Lancy A. Kane, Mr. and Mrs. J. R. Woodworth, Mr. and Mrs. A. W. Alley, L. O. Jones, Adrian, Iseliu and Adrian Iseliu and Adri smilingly, "we looked for wind to fill it, but it did not come till later." When complimented on his work at the start, Capt. Haff said:

"Yes, we can handle a boat, too, when we get one that can turn with them. I never saw such enthusiasm at a yacht race in my life," he continued. "Talk about the Volunteer-Thistle finish, why it was not in it with our reception to-day. After all the boats gave us three times three they seemed to have a little private celebration of their own on all the boats afterward. When asked about the Valkyrie having to give way to the Defender, which really settled

ON YACHTS AND STEAMERS. An Immense Fleet Carries Thousands to the Seens of the Ruce,

Those that have seen every international vacht race in the last twenty-five years declared that yesterday's collection of private and public boats was the largest ever seen off Sandy Hook at one time. It was a wonderful sight and one that impressed the beholder so forcibly that it will never be forgotten. But the scene when the race was over was even more impressive The two racers were through with their work for the day and were turning homeward, the Valkyrie in the path of her conqueror. These hundreds of crafts collected in one bunch, leaving a path for the nation's pet, Defender, and her sportsmanlike antagonist. The Defender drew abreast of the vessels. Whisties tooted, cannons were fired, and thousands shouted as they jumped up and down in hysterical, uncontrollable joy. The police boat Patrol and patrol boats han-

dled the large number of vessels a great deal better after the race than they did before, or during the sailing, all of the vessels starting home in good order and at a fast but safe speed. The private yachts were especially noticeable and the following is a list of those noticed by the reporter, with the names of their owners:

Sylvia	mmodore E M Broy
White Ladye	Ogden tice
Market the first of the	Leanning Water Land
Vision Atalanta Comme Dis Ge	F. H. Bened
Atalanta	dore George J. Gor
IbiaGe	n. Samuel C. Lawren
Theresa	Gus Siedento
Theresa Marietta	Harrison B. Moc
Fleatwing	J. R. De Lam
Fleetwing Dungeness Lases Eugenia	Mrs. Lucy C. Carner
Lanca	John E. Broc
Eugenia.	John H. Herresh
Sapphire	Eugene Higgi
Civies	B. C. Wa
HermioneZara	Robert Goe
Zara	F. G. d'Hautvi
Queen Mab	Percy Chu
Intrepid Alert	Lloyd Phoen
Aleri	Nettle L. Luni
Satanella Nourmahal	Perry Belmo
Sourmanai	donn Jacob Ani
Vamouse	Frank T. Morr
Unquowa	John H. H.
Sultana Peorlesa	John R. Dres
F-9772 10000	. Charles W. Harking
Stranger Shearwater	Mary Lev
Reverle	The state of
Jathmel	Frederick O. Bour
Sindrift Orienta Embla	Then
Scindrift	The state of the state of
Orienta	P W Cont
Embla	The Late
Marjorie Corsuir Comanche	A K Van Win
Coranir	J. Phermont More
Comanche	H. Mclville Hon
We charles the contract of the	Contract of Childs By Things
Maron General	1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Ituna	A. V. Arino
Nada	Charles R FD
Ituna Nada Sea Bird	Lewis J. E.
EGGSRCIEC	Entwirt D. Eva
Katrina	
Bartacouta Wadena Starilla Norma	John R. F.
Wadens	John H. Wa
Maring	William L. Lockhi
MOTHER	Edward E. Colem
Bettern Architectulation pro-	Charles Fletch
Sonera Onelda Com Barrymena	modore E. C. Bened
The state of the s	J. Micholas Bros
Navahoe	Boyat Phelps Carr
The number of and names	of all boats carr
ing passengers at so much	per head could n
have been learned vesterday	afternoon if a m

with wings had tried to count them. Here is a partial flat: partial list:

St. Johns, New York Yacht Club: Guyandotte, Seawathsha Corniblai; Y. C.: Cygnis, Riverside Y. C.:
Vorktown, Richard Feet, In addition there were the
Power of the Charles of Lawrence of Sam Sionn.
the Mount Hone, the Cluy of Lawrence of Sam Sionn.
the Mount Hone, the Cluy of Lawrence of Feet
its Spivester, J. S. Wardon, J. B. Schuyer, Anter, J. Sylvester, J. S. Wardon, J. B. Schuyer, Anter, J. Spivester, J. S. Wardon, J. B. Schuyer, Anter, J. Spivester, J. S. Wardon, J. B. Schuyer, Anter, J. Spivester, J. S. Wardon, J. B. Schuyer, Anter, J. Spivester, J. S. Wardon, J. B. Schuyer, Anter, J. Spivester, J. S. Wardon, J. B. Schuyer, Anter, J. S. Wardon, J. B. Schuyer, A. S. Sc

POLICE BOAT PATROL ON HAND. Capt, Copeland Says the Excursion Boats Did Not Interfere.

The police boat Patrol, with President Roose velt, his wife, and friends on board, left Pier A at 9:25 and followed the yachts from start to finish. Capt. Copeland was in command of the Patrol and kept the boat in readiness to render ervice in case of an accident. Police Surgeons S. G. Cook, J. Smith, and M. A. McGovern were on board, but their services were not needed except to minister to sea-sick guests.

D. T. Moore, a nephew of President Roosevelt; Acting Inspector Brooks, Police Commissioner Andrews, chief clerk of the Police Board Major Wm. Kipp, Louis S. Posner, secretary to Commissioner Parker, and Albert Robertson, secretary to Commissioner Andrews, were also on board. Capt. Copeland kept the Patrol well up with

the racers and just inside the line. Several times when the excursion boats crowded to near, Capt. Copeland waved his cap, and his President Roosevelt was very enthusiastic

and proved himself a good sailor. When the Defender passed across the bow of the Valkyrie on the second tact, President Roosevelt, wh was in the bow of the Patrol, leaped upon the rail and shouted to Capt. Copeland, "Where is your music?" Capt. Copeland gave the order, and the whistle of the Patrol shricked out the music desired by the Commissioner. This signal started every whistle in the fleet that fol-

lowed the vachts. Just before the Patrol left her dock for the race course a floral horseshoe about five feet high was sent on board, with an unsigned card requesting that it be placed on board of the Defender just before she started. This was impossible, but when the Defender was lowering he sails after her victory the horseshoe was placed on board the victorious yacht. The Patrol reached the city at 8:35 o'clock.

Capt. Copeland of the Patrol said: "The fleet of excursion boats behaved very well. There was at times a little crowding, but nothing that could be called interference until the yachts were about half way home on the return from the stakeboat and by that time the race had been virtually decided."

THIS STEAMER MISSED THE RACE.

The Jane Moseley Detained, but the 300 Disappointed Ones May Go This Week, The Baltimore and Ohio steamer Jane Moseley

did not go to the yacht race vesterday, as she did not arrive here from Baltimore until late in the afternoon. The steamer is chartered by Morris Stack of 18 West street. She left Baltimore on Wednesday. Late on Friday afternoon Mr. Stack received a telegram saying that she had got as far as the Delaware Breakwater, but had to anchor there on account of the dense fog. Early yesterday morning men were sent to the three landing places to notify ticket holders that the boat would not arrive in time to take them to the race. About 300 persons were disappointed. Mr. Stack offered to refund the ney, but only a few accepted his offer, as it was explained to them that the tickets would be good on the other race days.

The Jane Moseley will carry passengers each race day. She lands at West 129th street, Canal street, N. R., and at Pier 2, N. R.

TALKING THE RACE OVER.

Secare at the New York Yacht Club and the Hotels Last Night.

Men with gray golf caps and weather-beaten faces gathered in groups in the hotel corridors up town last night and talked over the details of the race. Blue cloth yachting caps were only conspicuous by their absence.

Barring the fog and rain, there was general satisfaction with everything from start to finish. All seemed to think the cup was safe. Hilly Edwards, at the Hoffman House, said that the betting had been light and all in the Defender's favor. He held about \$5,000 in wagers depending on the outcome of the series. The Defender's signal victory would kill all betting hereafter, in his opinion. After the club steamers and the steam yachta

reached the docks there was an exodus of hungry men and women to Delmonico's and the Waldorf. In both restaurants, instead of the usual dinner tollets and orthodox dress sults, were gay parties of sea-tanned women and men with "stag" parties of yachtsmen. A. Cass Canfield and J. Frederick Tams went direct to the New York Yacht Club after the

race. "Now everything depends on the fortunes

of wind and water," said Mr. Canfield. "I am well satisfied, but my official position renders it impossible that I should say anything at Commodore Nicholson S. Kane, Chairman of the Regatta Committee, was also an early caller at the New York Yacht Club. He said that the result of the cup races had never been in doubt in his opinion, but that he had uniformly re frained from expressing an opinion until after the events were over, as the English yachta-men might think any expressions of opinion

from a member of the Regatta Committee in

"I want the public to know why the place of the Valkyrie III. with feelings and expressions of regret that Lord Dunravon's pluck was not grewarded. However, it is generally believed that the Defender was victor. A faint cry of last night. Coming up the rivers, each boat change was announced from the gludges' boat.

ease "their" boat had just sailed away from her rival. All seemed pleased with their trip despite the mist and drizzle at the Hook.

The Richard Peck carried another large crowd, there being many enthusiastic rooters for Defender from the Nutmeg State.

All ttle early to celebrate until we get out of the woods." The group of domino players in the back room were on hand, as usual, but otherwise the club house was as quiet as a school in vacation time.

Steam Yacht Marjorie Disabled.

Lieut. Morrill, U. S. N., who was stationed or the stakeboat off Seabright, was passed by the club tug Luckenbach on her way back to the city and was taken off by the tug Scandinavia. Just off Sandy Hook the Scandinavia picked up the screw schooner Marjorie, owned by A. S. Van Winkle of Bristol, R. I., disabled by an ac cident to her machinery. The tug brought the Marjorie to a berth off the New York Yacht Club pier, at East Twenty-sixth street, East

America's Cup, under which the present races interested reader of the bulletins of to-day's race, spending part of the day in the Daily News office, where they were received. She had s

immediately upon its receipt here. The Big Race May Help Build a Church A committee consisting of one hundred mem bers of St. Lucy's Roman Catholic Church in Jersey City, with Andrew J. Corcoran and John Casey at their head, have chartered a steamboa from which to view the international yacht race next Thursday. It is expected there will be some profit from the venture, and this will be given to the Rev. Father Hoylan, the rector of the church, to help pay for the new church

special messenger notify her of the final result

Picked Up a Body in the Lower Bay. The Lehigh Valley tug Robert H. Sayre, white returning from the race, picked up the body of a man in the lower bay. He was about 50 years old, 5 feet 6 inches tall, and had gray hair. He wore a red woollen sweater.

The body had been in the water about a month, and it looked like that of a seaman on one of the big liners. The tug landed at Pier I and turned the body over to the police boat Patrol, whence it was taken to the Morgue.

City of Lowell Did Not Race

The City of Lowell did not race with the Richard Peck, as was announced. The chief engineer of the City of Lowell received a written notice from the agent of the Norwich line not to keep more than four of ner six boilers a-going, and he obeyed orders. On the run home the City of Lowell and Sandy Hook ran alongside each other for twenty minutes.

HOAXED BY FALSE NEWS.

WRY SOME PEOPLE THOUGHT VAL-

KYRIE HAD WON. Fake Reports from the Yacht Race Furnished by the Chicago Associated Press, and Published by the Afternoon Papers Which It Supplies .- England Honxed, Too -The English Bont Described on Lending All the Way and Finally Winning the Race-An Amusing Piece of Slight-ofhand Work at a Newspaper's Mideshow,

A crowd that had been getting its feet wet watching a piece of green canvas and two boards, cut in the shape of yachts, in front of the World office, still lingured in doubt at 5:45 o'clock last evening. Desputches sent out by the Western Association, styling itself the Associated Press, pulled the wires and the little wooden boats did the rest. One little wooden boat represented the Defender and the other little wooden boat represented the Valkyrie. And why all this preparation and building up of

special facilities at an expense which would have bought out the entire plant of the newspaper of a few decades ago? Solely because the evening World serves the people, and the people want their news red not, not refrigerated and stale .- from the Evening

The wet-feet brigade was probably largely made up of out-of-town visitors, and their innosence was their apology. They were just foolish shough to stand in the rain and watch those little wooden ships operated by the wires of the so-called Associated Press. Therefore they were correspondingly sad. The little wooden ship that represented Valkyrie had been leading the little wooden ship that represented Defender all the afternoon. The wet-feet brigade were "refrigerated" as to their lower extremities, but they were not getting "stale" news, THE EVENING BUN with an accurate account of the race from start to finish had been on the street for fifteen minutes, and its delivery wagons were more than half way to the Grand Central Station, but it contained no such "redhot non-refrigerated news" as was to be obtained from the little wooden boats and the paper that was being issued by guesswork and the despatches of the so-called Associated Press behind them.

THE EVENING SUN had said two hours earlier that the stakeboat had been rounded, according to unofficial time, by the Defender at 3:40:00. and by the Valkyrie at 3:43:00. This time was taken by an Evening Sun reporter who was near the stakeboat. The paper that was published behind the little wooden ships brought more gloom to the wet feet brigade when it came out at 5:30 with this red-bot news:

OUTER MARK.

(Special to the Evening World.)

FAR ROCKAWAT, Sept. 7.—Valkyrie turned the mark boat well ahead of Defender, having sed throughout the fifteen mile beat to windward over the first haif of the course.

There was nothing stale about that. It was not free ourse.

There was nothing stale about that. It was not from the wires of the so-called Associated Press, and it was served warm from the press. It was non-refrigerated, but it didn't warm up the crowd. The little wooden Vaigyrie proved that the report was true, because it led the little wooden Defender by what on the painted canvas represented a mile. It was anticipatory news from an authority that executed Anarchists in Chicago some minutes before that fate really beful them. The Anarchists did finally meet their fate as foretold.

Marjoris to a berth off the New York Yacht
Club pier, at East Twenty-sixth street, East
River.

The twenty-foot sloop yacht Mayflower went
ashore on Sandy Hook point at 10 o'clock. Her
crew of three men had to be helped ashore.
The life-saving orew will try to pull her off, but
she is in a bad position.

Atiantic Yachtsmean on the Gay Head.
The members and guests of the Atlantic
Yacht Club occupied a good point of vantage
from the decks of the steamer Gay Head.
The steamer left Pier 6, North River, at 0 o'clock,
and forty minutes later she touched at the club
house at Bag Ridge. The trip was enjoyed by
all those who were not seasick. Among those
on board were:

D. A. Pall, P. H. Jaunot, H. J. Weal, F. L. St. John,
A. P. Ketchum, Capt. J. J. Phelys. E. B. Havens, Paul
Rabcock, J. M. Rider, Woestan R. Brown. Charles R.
Stekles, G. H. Church, J. L. Rits, M. Clark, C. Mo
Ewan, W. M. Johnson, George Johnson, Dr. Le Roy
Brown, W. E. Peart, F. R. Simmons, Wayne Parker,
G. W. Siekles, J. E. Manant, J. W. Innes, George St.
John, P. G. Stanford, and E. M. Bliss.

Mrs. G. L. Schuyler, Who was one of the
five owners of the yacht America, and who, as
the last survivor, gave the deed of gift of the
America's Cup, under which the present races
are salled, associated Press despatches and the little
from the official time given out last night the socalled Associated Press despatches and the little
from the decks of the steamer Gay Head.
The stakeboat, and as an experienced guesser
the chanced II, and swung the Valkyrie around
in the lead at 2:35. There was nothing state
their fate as foretoid the stakeboat, and as an experienced guesser
the chanced II, and swung the Valkyrie and pot the socalled Associated Press day that the Defender had mong the stake boat at 2:35.
The men who ended that the valk validation of the same authority, backed up by the
so-called Associated Press, and with the rain
falling more heavily, our chances for the cup
occalled Associated Press, and with the rain
falling more heavily, our chances of the w their fate as foretold.

From the official time given out last night

and gave her unofficial time, which was approximately correct. This news, however, was stale compared to the 2:55 o'clock record of the evening Borld and the so-called Associated Press despatches. It had the merit of being reliable, however, and as news of that character it was not "stale and refrigerated," but red hot. The fastest tugs in the flect were puffing around under full steam supplying to the United Press and The Evening Sin reliable news as it developed. They were not in the fog. and therefore they didn't develop their own news. Through these agents the United Press papers all over the country were telling a correct story of the Dafender's lead, the time she rounded the stakeboat, and finally of her victory and the official time.

But the wet-feet brigade lingered at 5-45, and saw that the little wooden Valkyric was leading the little wooden Defender behind the painted canvas. Something happened at that moment. No explanation went with it. Perhaps some one up in Harlem who had just received a copy of the last edition of the Evening Sun, announcing the finish of the race, and giving the time of the yachts, may, in the goodness of his heart, and because of sympathy for the wet feet brigade, have telephoned the news to the evening World. Then, again, the so-called Associated Press may have received the news through its San Francisco agent. The United Press had buildined its news in that city. Or possibly the London agent of the So-called Associated Press may have received the news through its San Francisco agent. The United Press had buildined its news in that city. Or possibly the London agent of the So-called Associated Press may have received the news through its San Francisco agent. The United Press had buildined its news in that city. Or possibly the London Associated Press may have rubbed the fog out of his eyes, read the United Press building and learning from them had been defeated. London them, and howled. There was time enough for relief to have come in this way. Plenty of it.

The Sun cabled

other for twenty minutes.

A Loadon Artist to Skeich the Races.
Chavalier de Martino, artist, of London, was a passenger on the steamship Normannia, which arrived yesterday. He comes here to skeich the first adjound yacht races for the Royal Vacht fortught.

Builtetins Telephoned to the President.
Builtetins Telephoned over to Gray Gables. The result gave much satisfaction to aff. Cleveland and his guests.

The Piural of Tenderfoot.

To the Euron or The Sun – Sir. What is the plural of the word tenderfeet, applied to the stranger in a mining camp? I have offen seen it printed tenderfeet; built is seems to me that that must be wrong, isn't it? It should be tenderfoots, should it not?

Summer

Weakness

Is caused by thin, weak, impure blood.
To have pure blood which will properly sustain your health and give nerve strength, take

HOOOGS

Sarsaparilla

Gine textiment difference in time between the washing money of the guesses of the succalled Associated Press and the social to the Sarsan of the succalled Associated Press of the succalled Associated Press of the succalled Associated Press and while the international yacht season to the publishing of pointed canvas in the success of the succalled Associated Press and the life of the Builting washing the pointed canvas in the success of the success

tried method of backing water. It has used it frequently, but it was ethin in good order last night. It pulled the wire and to the surprise of the west-teet brigade the little wooden Vaikyrie, with her nose almost across the home piate, was rudely yanked back are yarda across the painted oanwas.

This motion was a surprise to vachting sharps in the west-feet brigade. There was nothing "stale or refrigerated" about that motion. It was hot stuff and it was new. White the crowd watched it and wondered if the Vaikyrie had turned tail and run just as she was shall be win another wire of the so-called Associated Press was pulled, and the little wooden ship that represented befender was yanked forward with a spasmodic jork that landed her safely across the line a winner. If the little wooden ship had had a little wooden ship wooden ship show the safely acrows a secondary of this forward jump. It puzzied the crimilar of this forward jump. It puzzied the crimilar ship she had been blown back by running foul of a torpedo, it was conjusing and the rain was falling. Some of the star gazers had halted near the entrance to the bridge. A big and very mosh bored looking policeman who had read Ties Evening Sun fifteen minutes before and knew how the race ended had been watching the well-cet brigade in disgust. As they lingered around the bridge entrance trying to flud some plausible explanation for the victous yanks that had reversed the positions of the little wooden ships the policeman's patience gave out. He moved forward and shouted:

They chere! Move on, Don't be standing here. It's a fake. Move on, I tell rou. It's a fake."

The predicament that the so-called Associated Press despatches had led them into and made the two spasmodic yanks necessary was the result of a fake. The crowd discovered that they had been getting "red-hot" and unrefrigerated inkes. Some one started the cry of "Fake." It was taken up, a

in a dozen cities papers taking this service issued extras announcing Valkyrie as the winner.

The papers taking the service of the United Press received accurate accounts of what the yachts were doing, and they received them just as promptly as the news could be flashed over the wires. The London agent of the United Press cabled at 5:30 o'clock last evening: "Renter's Telegram Company and Erchange Telegraph Company of London are giving Valkyrie leading one mile at stakeboat" The Central News, with the United Press despatches, was at the same time telling in London how the Defender had won the race.

From nearly every city in the United States came queries to the United Press asking if there was any truth in the so-called Associated Press reports that the Valkyrie was leading, or that she had won. It was all a "pleasing little surprise," however, on the part of the World and the sicalled Associated Press, and the wet-feet brigade will have colds in their head to-da. They didn't get stale news, however, nor was it refrigerated.

MADE VALKYRIE THE WINNER.

Washington and London Newspapers Mis-Informed by the A. P WASHINGTON, Sept. 7 .- Interest in Washington in the international yacht race was strung up to the highest pitch, and was intensified when the three evening papers appeared giving directly opposite statements as to the progress of

the race. The Washington Times and News, both receiving and using the service of the United Press, assigned the advantage at the turning point to the Detender. The other paper, the Star, prominently identified with the Chicago Associated Press, made a yacht story of its own.

efficient service which the Chicago Associated Press was rendering it, and closed its 4 o'clock edition with big, flaring heads. stating that the English boat was leading at the turn, and that the Defender continued to lose. Then, in order to stultify itself in the most effective manner, the Chicago Associated Press organ in Washington added these comments:

"At the other newspaper offices, and at the public places where the progress of the contest was posted through the agency of one of the press associations and the telegraph companies, the bulletins changed the places companies, the bulletins changed the places of the boats and gave the Defender the lead. This complexity of information naturally perplexed the many who were interested in the struggle, but the wise among them, knowing what absolute dependence might always be placed in the truth of anything the Evening Stor publishes in either its columns or upon its bulletin boards, settled themselves down to the unpleasant conviction that the English boat was beating the Defender.

This statement it clinched as follows:

"As the time approached for the stakeboat to be turned, and the wind was shown to be in favor of the English boat, there was increased tension on the nerves of the bulletin readers, as

oe turned, and the wind was shown to be in favor of the English boat, there was increased tension on the nerves of the bulletin readers, as it would be known when the turn was made beyond any question which boat was really in the lead. At 3 o'clock the wires flashed the news:

"Valkyrie turned the stakeboat at 2:53 P.
M., and immediately squarest for home.

"This settled the uncertainty. The Star was right, as it always is."

The effect of this jubilate was naturally much diminished when it was subsequently learned through the medium of United Press despatches that the stakeboat had not been turned at the time when the Star appeared on the streets of Washington, and that it was the Defender and not the Valkyrie which rounded it first.

LONDON, Sept. 7.—The United Press, through its despatches to the Central News, beat the Eschauge. Telegraph Company's News Agency by four minutes, the Balziel Agency seven minutes, and the Reuter Agency twenty minutes interporting the result of the first race for the America. Cup between the Valkyrie and Defender. The despatch sent out to its patrons by the Reuter Agrency upon the authority of its American expection, the Chicago Associated Press, was alrociously bungled.

The story as printed in the Evening News was ridiculous. Whoever sent it didn't understand the two-gun signal for the start, as the despatch stated that there was a false start, the yachts were recalled, and a second gun was fired for a new start.

This chroms er of the most important yachting event of the century had the Valkyrie leading throughout and turning the offshore mark boat a mile ahead.



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us on a postal card. ONCE USED THEY ARE ALWAYS IN FAVOR. Hence, our object in sending them out broadcast

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The substitute costs the dealer less. It costs you ABOUT the same. HIS profit is in the "just as good." WHERE IS YOURS?

Address for PREE SAMPLE, World's Dispensary Medical Association. No. 663 Male St., BUFFALO, N. K.

building which is being erected.